

Abstract

A large-waterplane-area ship operable to efficiently operate at a high-Froude velocity. In one embodiment of the invention, a large-waterplane-area ship includes a hull structure having a plurality of exclusive hull portions protruding from a main body of the hull structure. Each hull portion has a length shorter than the length of the main body and each hull portion has a buoyancy wherein the combined buoyancy of each hull portion is sufficient to support the main body above a waterline. As such, each hull portion acts independently and exclusively of other hull portions with respect to the effects of wave drag. Therefore, the ship overcomes wave drag at lower velocities.

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